



**Massachusetts Bay
Transportation Authority**

Commuter Rail Positive Train Control (PTC)

Program Update

January 7, 2019



OVERVIEW

This presentation is to update the Fiscal and Management Control Board regarding the current status of ongoing activities and progress and MBTA's system-wide implementation of Commuter Rail Positive Train Control, including status of FRA approval for an extension to complete PTC system-wide implementation, Revenue Service Demonstration and Extended Revenue Service Demonstration.



- FRA Approved Extension of MBTA's PTC System Implementation to 12/31/2020 Received December 19, 2018



95 Locomotives - 84 Control Cars



194 Wayside Interface Units



181 Wayside Radios



181 Antennas



3097 Transponders



223 Miles of Fiber optic cable



CURRENT PTC ACTIVITIES AND PROGRESS

- Revenue Service Demonstration (RSD) on Stoughton Line
 - FRA Approved Application on October 26, 2018
 - Started RSD operation on November 12, 2018
 - Completed 85 consecutive runs without system anomalies on December 17, 2018; FRA approved Extended RSD on December 27, 2018
- Extended RSD
 - Stoughton Line – started December 27, 2018
 - Fairmount Line – started December 29, 2018



NEXT STEPS

- Complete testing and submit RSD application for Lowell Line in January 2019, expect FRA approval in February 2019
- Complete testing of remaining South Side lines and place in Extended RSD
 - Middleboro Line testing underway now
 - Implement ATC on Worcester, Needham, and Franklin Lines
- Continue to coordinate with Amtrak, CSX, & Pan Am for Interoperability Testing
- Commission implementation of all North Side and South Side lines by December 31, 2020



BUDGET AND FUNDING

- The budget for the PTC Program is \$459 million
- Long-term financing is primarily through the RRIF and TIFIA Loan Programs
 - MBTA Revenue Bonds used to interim finance early project work and implementation
 - RRIF/TIFIA Loan to be drawn on after substantial completion
 - FTA (\$10M) and FRA PTC grants (\$7.5M and \$20M) obtained to reduce the draw amount on RRIF/TIFIA loan
 - Financing solution minimizes borrowing costs to the MBTA and adds optionality to the Authority's debt portfolio



SUMMARY

- PTC continues to be the MBTA's highest priority capital program
- MBTA has achieved its goal obtaining an extension for a full PTC system deployment by 2020
- MBTA will continue to execute PTC Program Plans in order to deploy PTC across the entire Commuter Rail System in compliance with the FRA regulations, which require complete deployment by December 31, 2020
- The PTC Program is on budget